

DEWAR'S
PERTH WHISKIES
Secured the GRAND PRIZE
At the PARIS EXHIBITION
WHITE LABEL... \$16.00 per dozen
EXTRA SPECIAL... 14.00
SPECIAL... 12.00
Sole Agents,
H. PRICE & CO.

The China Mail.

ESTABLISHED 1846.

EL CAPITAN
PILSENER BEER.
4 dozen Quarts, ... \$13.00
6 .. Pints, ... 13.00
A LIGHT BEER of Excellent
Quality.
Sole Agents,
H. PRICE & CO.

No. 11,880

號九十月三年一零百九千一英

HONGKONG, TUESDAY, MARCH 19, 1901.

日九廿月正年丑辛

PRICE, \$2.50 Per Month

Business Notices.

W. S. BAILEY & CO.,

Engineers, Shipbuilders and General Storekeepers.

OFFICE AND SHOW ROOMS: 60 & 62, DES VIEUX ROAD (OLD PRAYA).

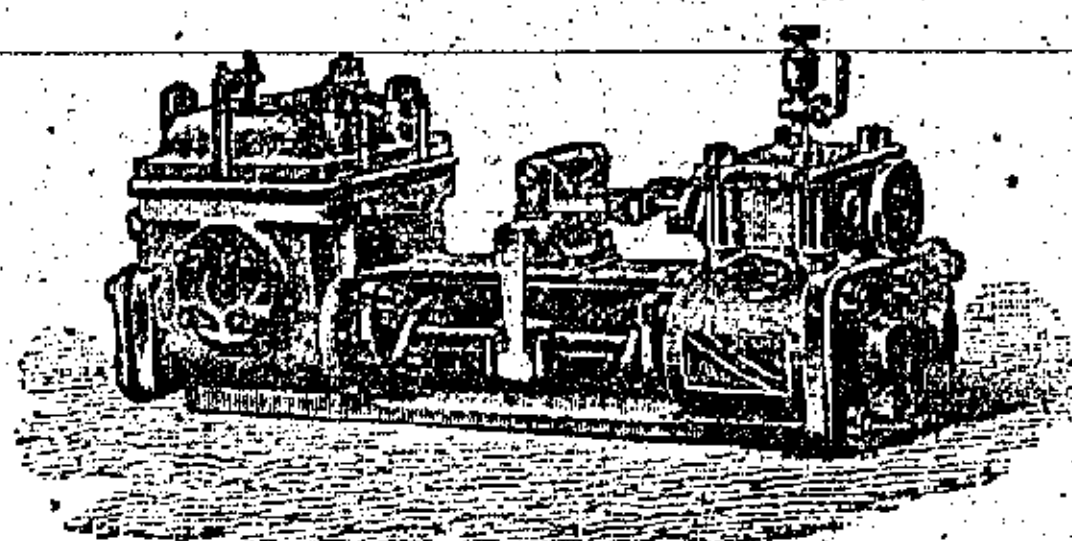
WORKS: KOWLOON BAY.

Steam, Mining, Centrifugal, Hand and Force PUMPS,

to suit every purpose.

LATHES, FORGES, TELEGRAPHS,

ENGINE and BOILER MOUNTINGS.



ASBESTOS PACKINGS and
DECK & ENGINE-ROOM

STORES of every Description.

Peak Hotel.

CITY OFFICE,
7, DUDDELL STREET.

HOTEL ORAIGIEBURN.

PLUNKET'S GAP, THE PEAK.

near the TEAM TERMINUS. Telephone 58.

For Terms,
Apply to the MANAGER. 741

BOARD AND RESIDENCE.

'GLENWOOD,'
21 CAISE ROAD, near the Italian Convent.

COMFORTABLY-FURNISHED Rooms, Single
or in Suite.

Mrs. GILLANDERS.
Hongkong, October 2, 1900. 2010

WANTED.

DULY-QUALIFIED SURGEON, for a
Coasting Steamer carrying Native
Passengers.

Applications, stating terms, etc., to be
addressed to 'SURGEON,' care of 'CHINA
MAIL' Office.

Hongkong, March 5, 1901. 501

NOTICE.

REQUIRED, by a First-Class, MEN
CANTILE House in Hongkong, an
Experienced MAN of Business to act as
COMPTROLLER. The Highest references
Required. No one need apply unless he
is prepared to give substantial Security in
the sum of \$100,000.

Apply in Writing to Messrs. JOHNSON,
Strokers and Masters, 12, Queen's Road
Central.

Hongkong, February 15, 1901. 353

NOTICE.

TENDERS are hereby Called for the
erection of BRICK SHOPS at
JESSINGTON for the NORTH Borneo
Government, particulars of which may be
seen at the Office of Messrs. Ginn, Livin-
gston & Co., Agents.

Hongkong, February 13, 1901. 349

TO MINING OR TRADING
COMPANIES.

POSITION REQUIRED by a Pushing
and Intelligent Betheer in either of
the above Lines for the purpose of gaining
experience. Salary nominal.

CHARLES HAMILTON,
Care of 'CHINA MAIL' Office.

Hongkong, March 12, 1901. 363

PROFESSIONAL NOTICE.

DENTON E. PETERSON,
DOCTOR OF DENTAL SURGERY,
8, VICTORIA TERRACE, TIENTSIN.

10, Des Vieux Road CENTRAL, HONGKONG.

D. PETERSON who is at present up
North may be expected back at an
early date.

Hongkong, January, 1901. 1033

PIANO-FORTE LESSONS.

MISS M. MARQUES DA SILVA begs
to notify that she undertakes to give
LESSONS in PIANO-FORTE to Ladies
and Children.

Terms very moderate.

Enquiries by letter,
Care of 'CHINA MAIL' Office.

Hongkong, January 17, 1901. 87

MUSIC LESSONS.

MR. L. A. GRACA receives Pupils
for the VIOLIN, MANDBOLIN
and PORTUGUESE GUITARRA.

For Terms, Etc.,
Apply to
ROBINSON PIANO Co., Ltd.

Hongkong, November 2, 1900. 2208

To Let.

TO LET.

Apply to
SAM WANG & Co.,
81, Queen's Road Central,
Hongkong, February 26, 1901. 446

TO LET.

No. 1, SEYMOUR TERRACE, Large
Family Residence, NINE ROOMS,
Central Situation.

CALDBECK, MACGREGOR & CO.,
15, Queen's Road,
or at the house itself.

Hongkong, March 12, 1901. 602

TO LET.

A HOUSE in RIFON TERRACE.

HOUSES in LEIGHTON HILL ROAD.

Apply to
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd.,
Hongkong, March 13, 1901. 570

TO LET.

POSSESSION April 1st.

1, STEWART TERRACE.

Apply to J. W. NOBLE.
Hongkong, March 6, 1901. 510

TO LET.

A HOUSE in DORIAN ROAD, 7 ROOMS.

Apply, Rev. W. DANISTER,
C. M. S. House,
11, Bonham Road.

Hongkong, February 8, 1901. 510

TO LET.

FROM 1st APRIL, 1901.

2nd FLAT of SEA-VIEW, healthy
situated, with View of Harbour, con-
taining 3 Rooms with Bath-Room and
Servant's quarters.

Rest Moderate.

Apply by letter to
W. ORRIN,
Sea-View,
S. E. of No. 3, Police Station,
Wanchai.

Hongkong, March 18, 1901. 619

FOR SALE.

RURAL BUILDING LOT 103,
BAKER ROAD.

Apply to
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Hongkong, January 30, 1901. 297

NOTICE.

THE HAMBURG-AMERIKA LINE,
HAMBURG, will establish their
own OFFICE at QUEEN'S BUILDINGS,
Hongkong, on the 1st of April.

The Undersigned have been appointed
Local Managers.

HAMBURG-AMERIKA LINE,
HONGKONG OFFICE,
K. OLDORP,
W. von JANSON, } Managers.
Hongkong, March 15, 1901. 592

BOARD AND RESIDENCE.

AT THE PEAK.

In a Family—20 Children—Offered to
Two Gentlemen.

Apply, 'EXCELSIOR,'
Care of 'CHINA MAIL' Office.

Hongkong, March 15, 1901. 601

BIOCYCLES.

AND
TYPEWRITERS.

SOLD, EXCHANGED AND REPAIRED.

Prices varying from \$65 to \$225.

ALL ACCESSORIES IN STOCK.

We do not Delay Competition.

DRAGON CYCLE DEPOT.
11, Des Vieux Road.
Hongkong, 21st February, 1901. 529

The Robinson Piano Co., Ltd.

Best Value in

PIANOS.

Monthly Payment System.

TUNING.

REPAIRS.

Our Speciality.

INSTRUMENTS.

STRINGS.

MUSIC.

Grand Stock reduced to Clear.

'KIRIN.'

A Delicate Lager.

THE CELEBRATED BEER OF
JAPAN.

QUARTS, \$2.00 per dozen.

PINTS, \$1.75 do.

W. HUTTON POTTS,
Sole Agent for Hongkong.

MADAME ZARIA.

FORTUNE TELLER.

LATELY Arrived from America, is at
present on a visit to Hongkong.

She can be consulted from 9 to 12 a.m.

and 3 to 7 p.m. At the Annex to
THOMAS' GRILL ROOM,
No. 15, 2nd Floor.

Hongkong, March 6, 1901. 514

Why?

BOVRIL

A cup of Bovril, so readily pre-
pared, is the best stimulant
that can be had—refreshing,
nourishing and strengthening.
It promotes and sustains energy.

BOVRIL

To be obtained at all Stores, Grocers,
Hotels, &c., throughout Hongkong, China
and Japan.

405

Business Notices.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED,

4, PRAYA-CENTRAL
(NEAR THE ENGINEERS' INSTITUTE).

PACKING OF EVERY DESCRIPTION,

BOILER COMPOSITION,

ENGINE AND OTHER OILS,

ALWAYS KEPT IN STOCK.

ALL ARTICLES OF FIRST-CLASS QUALITY.

BRADLEY & Co., Managers.

JOHN BROWNELL, Superintendent.

TO TRAVELLERS.

CABIN TRUNKS (LEATHER, CANVAS AND WOOD).

WATERPROOF HOLDALLS (TAN CANVAS AND FANCY TWEEDS).

GLADSTONE, KIT, AND DRESS-SUIT BAGS.

SOILED-LINEN BAGS.

COLLAR AND HAT BOXES, STRAPS.

PORTMANTEAUX.

Lane, Crawford & Co.



G. H. MUMM & CO'S

EXTRA
DRY

CHAMPAGNE,

Agents: SHEWAN, TOMES & Co.,

For Hongkong, Shanghai and Japan.

THE PHARMACY,

10 Queen's Road Central, Hongkong.

ENGLISH and FOREIGN PATENT MEDICINES. Prescriptions carefully
dispensed by a qualified CHEMIST. Special attention to FRENCH and Other
FOREIGN FORMULAE.

SOMERVILLE'S 'EXPORT' AND 'GLENDOUR' WHISKIES.

PORTSOY HIGHLAND WHISKEY (PURE MALT).

MANILA CIGARS.

Manager, RICHARD FLINT.

HONGKONG HOTEL.

A FIRST-CLASS HOTEL, PROVIDED WITH EVERY COMFORT.

NEWLY-FURNISHED ROOMS.

TWO ELEVATORS.

NEW REFRIGERATING PLANT.

BEST QUALITY LIQUORS & PROVISIONS.

ASK FOR FERGUSON'S

P. & O.

SPECIAL LIQUEUR, 10 YEARS OLD

HIGHLAND WHISKY.

FERGUSON'S

SPECIAL CREAM

BREADALBANE HIGHLAND WHISKY.

These are the finest productions of Scotland
devoid absolutely of all deleterious matter

THE CREME DE LA CREME OF

WHISKIES.

PURE AND MILD.

Sole Importers.

F. BLACKHEAD & Co.

VICTORIA DISPENSARY.

DAKIN'S ANISEED & LICORICE COUGH BALSAM.

For the Relief of all CATARRHAL COMPLAINTS, such as COLIC, COLDS,
HOARSENESS, and SORENESS OF THE CHEST.

Price 50 Cents and \$1.

CRUICKSHANK'S COUGH BALSAM.

A VALUABLE REMEDY FOR INFLUENZA, COLDS, BRONCHITIS, ASTHMA, and all Diseases
of the Chest and Lungs. Price \$1 per Bottle.

VICTORIA DISPENSARY,
QUEEN'S ROAD.

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
position of SUPERINTENDENT
OF PUBLIC WORKS & GOVERN-
MENT SURVEYOR. Applications and
copies of testimonials to be sent to the
undersigned, from whom terms may be
learned. Appointment to be taken up as
soon as possible.

GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, January 25, 1901. 103

Business Notices.

WATKINS, LIMITED

68, QUEEN'S ROAD CENTRAL, HONGKONG.

CHEMISTS

ABERATED WATER MANUFACTURERS

WINE AND SPIRIT MERCHANTS

CIGAR DEALERS

COMMISSION AGENTS.

GREEN ISLAND CEMENT CO., LTD.

Portland Cement.

In casks of 375 lbs net \$5.00 per cask, ex Factory.

In bags of 250 lbs net \$3.00 per bag, ex Factory.

Factories—HONGKONG AND MACAO.

Glazed Stoneware, Drain Pipes and Fittings, Glazed
Paving Bricks and Tiles, Fire Bricks and Fire Clay.

FIRE CLAY WORKS.—DEEP WATER BAY, HONGKONG.

For further particulars, apply to

Shewan, Tomes & Co.,

GENERAL AGENTS.

PHOTOGRAPHIC

GOODS OF ALL DESCRIPTIONS; PLATES, PAPERS AND CHEMICALS.

EASTMAN'S

KODAKS, FILMS & ACCESSORIES.

DEVELOPING & PRINTING UNDERTAKEN.

ROSS'S

PRISM BINOCULARS.

The Field and Power of a Telescope in the compass of an Opera Glass.

ROSS'S

CELEBRATED FIELD & OPERA GLASSES.

ACHEE & CO.,

417 QUEEN'S ROAD, CENTRAL. FEW DOORS EAST OF THE HONGKONG HOTEL.

465

CHAS. HEIDSIECK'S

CHAMPAGNES:

WHITE SEAL (1893 VINTAGE).

CACHET IMPERIAL (Extra Dry; Gout Americain)

SIEMSEN & CO.,

SOLE AGENTS FOR CHINA AND JAPAN

Pianoforte Tuning, Repairing, Etc.

Having increased our Staff efficiently, we are prepared to receive additional Annual
or other Tunings, and to guarantee satisfaction. Repairs can also now be undertaken
with confidence, our new assistants being conversant with the needs of Pianos
in a Climate such as Hongkong.

1602

LANE, CRAWFORD & Co.

W. POWELL & CO.

HAVE JUST RECEIVED THEIR FIRST SHIPMENT OF SUMMER GOODS.

LADIES' TRIMMED AND UNTRIMMED HATS.

LADIES' AND CHILDREN'S HOSIERY.

LADIES' AND CHILDREN'S BOOTS AND SHOES.

UMBRELLAS AND PARASOLS.

RIBBONS AND LACES

FLOWERS, FEATHERS, Etc., Etc.

43, QUEEN'S ROAD CENTRAL. 1517

CALDBECK, MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS.

ESTABLISHED 1864.

Purveyors to H.M. and United States Navies, and all principal
Military Messes.

London.—Rangoon Street, Crutched Friars.

Glasgow.—St. Enoch's Square.

Shanghai.—Fochow Road.

Hongkong.—Queen's Road.

Singapore.—Raffles Quay.

AGENCIES.—

Tientsin, Port Arthur, Chefoo, Weihaiwei, Kiao-chau, Hankow, Foochow, Taiwan,

Tamsui, Canton, Yokohama, Kobe, The Philippines, Penang, Bangkok, British North

Borneo.

15, Queen's Road.

Hongkong, March 13, 1901. 520



BOTTLED ALES AND BEERS.

Ind Coops & Co. Ale, per 4 doz. Quarts	\$14.00	\$3.50
Ind Coops & Co. Ale, per 8 doz. Pints	16.00	2.00
Base, Light Gravity Ale, per 4 doz. Quarts	16.00	3.75
Base, Light Gravity Ale, per 8 doz. Pints	17.00	2.25
Base, Dark, per 4 doz. Quarts	22.00	2.75
El Capitan, Pilsener, per 4 doz. Quarts	18.00	3.50
El Capitan, Pilsener, per 8 doz. Pints	18.00	2.25
Jubilee Pilsener, per 4 doz. Quarts	18.00	3.50
Jubilee Pilsener, per 8 doz. Pints	18.00	2.25
Munich, Dark, per 4 doz. Quarts	14.50	3.75
Munich, Dark, per 8 doz. Pints	14.50	2.50
Blatz, American, per 4 doz. Quarts	24.00	4.00
Blatz, American, per 8 doz. Pints	26.00	2.50
Pacific, American, per 4 doz. Quarts	24.00	4.00
Pacific, American, per 8 doz. Pints	26.00	2.50

BOTTLED STOUT.

Ind Coops & Co. per 4 doz. Quarts	\$14.00	\$3.50
Ind Coops & Co. per 8 doz. Pints	16.00	2.10
Guinness, Stout, per 4 doz. Quarts	22.00	2.75
Rogers & Co. Stout, per 4 doz. Quarts	19.00	1.00
Rogers & Co. Stout, per 8 doz. Pints	11.00	1.00

H. PRICE & CO.,

12, Queen's Road.

457

MEMOS. FOR TO-MORROW.

Amusements.

9 p.m.—Performance by the Mr. Henry Dallas Musical Comedy Co., in the City Hall.

Miscellaneous.

Goods per Ernest Simons unclaimed before Noun, subject to rent.

General Memoranda.

THURSDAY, March 21:—

5.15 p.m.—Meeting of Lodge St. John. Goods per *Habitu Mare* not cleared after this date subject to rent.

FRIDAY, March 22:—

Goods per *Chusan* not cleared at 4 p.m. subject to rent.

SATURDAY, March 23:—

Noon.—Private Meeting of Shareholders of the Great Eastern and Caledonian Gold Mining Co., Ltd., at the Company's Office No. 14, Des Voeux Road Central.

SUNDAY, March 24:—

Goods per *Melbourne* undelivered after this date, subject to rent.

MONDAY, March 25:—

3 p.m.—Auction of Crown Land situated at MacDonnell Road.

WEDNESDAY, March 27:—

Noon.—Meeting of Shareholders of the Queen Mines, Ltd., at the Registered Offices of the Company, 38 and 40, Queen's Road Central.

Noon.—Meeting of Shareholders of the China Sugar Refining Co., Ltd., at the Offices of the General Agents.

12.30 p.m.—Meeting of Shareholders of the Luzon Sugar Refining Co., Ltd., at the Offices of the General Agents.



A. S. WATSON & CO., LIMITED.

IMPORTERS OF HIGH-CLASS SHERRIES.

B SUPERIOR PALE DRY.

Dinner Wine, Green Seal Capsules..... \$10.80

C MANZANILLA, PALE NATURAL SHERRY.

White Capsules..... 12.00

CC SUPERIOR OLD DRY.

PALE NATURAL SHERRY, Red Seal Capsules..... 12.00

D VERY SUPERIOR OLD PALE DRY, choice old wine, White Seal Capsules..... 14.40

E EXTRA SUPERIOR OLD, PALE DRY, very first quality, Black Seal Capsules (Old Bottled)..... 20.40

All are superior X.O. Wines, specially selected by expert connoisseurs from the finest growers.

Sample Bottles supplied at proportionate wholesale rates.

We only guarantee our Wines and Spirits to be genuine when bought direct from us in the Colony or from our authorised Agents at the Coast Ports.

A. S. WATSON & Co., Limited, QUEEN'S ROAD CENTRAL.

ESTABLISHED A.D. 1841.

DEATH.

At Wanganui, New Zealand, on the 30th December, after a few days' illness, GEORGE WILLIAM COLLINS, formerly of Tientsin.

The publication of this issue commenced at 6.30 p.m.

The China Mail.

HONGKONG, TUESDAY, MARCH 19, 1901.

Editorial Comment.

Elsewhere we publish Dr HARTIGAN's letter to the

AND THE ratepayers intimating his

resignation as a Member of

the Sanitary Board. Dr

Hartigan's resignation is

based on the plea that as the Board is not

a free agent, responsible only to His Ex-

cellency the Governor, he does not think it

can accomplish the work for which it was

created. We must say that we are not

astounded Dr Hartigan has arrived at this

conclusion. When we wrote on the sub-

ject of the Sanitary Board last week we had

no idea that resignations were in the

air; but it would appear that Dr Har-

tigan held the same opinion as our-

selves when we wrote:—At all times, the

official members can be behind any finding

of the Board, and render its findings nug-

atory. How the Unofficial members, with

self-respect, can continue to sit, at the

Board we fail to perceive. It would be far

more honest if the Government were to

abolish the Board altogether, to wipe away

this farce of self-government and adminis-

ter the sanitary affairs of the Colony in a sepa-

rate and distinct Government Department.

The present Unofficial members of the

Board have given it a fair trial, and surely

have found out for themselves that the

Government has no desire to treat them

fairly. If there is any credit, the Officials

appropriate it; if there is any discredit, the

Board gets it. There are many reasons

why the Unofficial members of the Board

should be dissatisfied with it. Its method

of conducting business is cumbersome and

leads to waste of time; its powers are so

restricted that it is scarcely able to effect

any good of itself, while the fact that all

its doings must receive the sanction of

the Government renders its work too often

ineffectual. It is a deliberative body

composed of gentlemen whose knowledge of the

conduct of public affairs is nil, and who can

scarcely discuss the commonest questions of

sanitation without overstepping the courtesy

due by man to man. The Officials have

never loved the Sanitary Board; they have

swathed it round with red tape till it could

take no step for the public good (if the

Government disapproved, as it too often

has disapproved). The farce, we suppose,

will go on. The Government nominees will

occupy their seats, and the ratepayers may

get successors to Mr McKie and Dr Hartig-

an; but we predict with the confidence

borne of past experience that the Sanitary

Board will not fill the place it ought to oc-

cupy in the conduct of sanitary work in the

Colony until the Government agrees to a

radical change in its constitution. Dr Har-

tigan, along with the other Unofficial mem-

bers, deserves the thanks of the community

for the valuable time ungrudgingly sacri-

ficed in the public interest. If he has failed

to carry through the reforms he advo-

cated it was because nobody else could have

succeeded where he failed.

Alice Memorial Hospital.

The Hon. Treasurer of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following

donation to the funds of the Hospitals:—

Collected at Taikee Sports..... \$ 17

The Chinese Indemnity.

The indemnity to be paid by China has been fixed at 700,000,000 taels, the equivalent of £100,000,000 sterling, which is to be paid in fifty annual instalments of 14,000,000 taels, or £2,000,000 sterling, each.

Royal Artillery Sports.

We call the attention of our readers to the advertisement which appears elsewhere intimating that the Officers R.A. will be

at "Home" to their friends at the Football Ground, Happy Valley, on Thursday next, the 21st inst., from 3 to 6 p.m.

Russia and Japan.

News of an alarmist character is published by several Japanese papers to the effect that orders have been issued to

37 Japanese men-of-war to hold themselves in immediate readiness at Kure, Miyajima, Sasasho, and Takashiki. The presence of a

large Russian naval force off the Korean coast nearest to Japan is said to be responsible for the above order.

Stearns' Headache Cure.

gives positive relief in Neuralgia, and is a safe and speedy remedy for all Headaches. Stearns' is the original. Wholesale and Retail from A. S. Watson & Co., Ltd.

A GOOD COUGH MEDICINE FOR CHILDREN.

I have no hesitancy in recommending Chamberlain's Cough Remedy, says F. P. Moran, a well-known and popular

baker, of Petersburg, Va. "We have given it to our children when troubled with bad coughs, also whooping cough, and it has all

ways given perfect satisfaction. It was recommended to me by a druggist as the best cough medicine for children as it contained no opium or other harmful drug." Sold by All Dealers, Watsons & Co., General Agents.

LOCAL AND GENERAL.

Notes by the Way.

Rumours are current that Lord Salisbury is about to retire from political life.

There were 514 European and 164 Chinese visitors to the City Hall Library, and 260 European and 2,200 Chinese visitors to the Museum during the week ending March 17.

The inquiry as to the death of Gunner Webster, of the Garrison Artillery, resulted in Mr Hazeland, Acting Police Magistrate, returning a verdict to the effect that deceased committed suicide while of unound mind.

The U.S. Philippines Commission has gone to the Southern Philippine Islands.

Arrangements are being made to abrogate the old Spanish laws in the Philippines, and to introduce the U.S. Civil Code. The first change will take place in a month or two.

A Mr Hoffman has secured the contract to raise the sunken wrecks (part of them old Spanish ships) which have disappeared Manila Bay since the Americans took possession.

Share List. The following alterations in our share list are noted after the hour of correction: Kowloon Land, 228, buyers; and Hunphreys, 812.

Marquis and Actress. A London telegram, dated 22nd February, states that the Marquis of Headfort is reported to have married Miss Rosa Booth, a member of the "Florodora" Company, at the Lyric Theatre.

Seamen's Church & Mission Fund. Mr H.E. Pollock, K.C., the Honorary Treasurer of the Seamen's Church and Mission Fund, acknowledges with thanks the receipt of the following donation:—

Tion W. M. Goodman..... \$20

Mr Pollock will be glad to receive further donations.

Shanghai Land Investment Co. The Shanghai Land Investment Company has passed resolutions increasing its capital by the issue of 13,000 new shares, bringing in the £50,000. The new shares are to be issued at par to present shareholders in the proportion of 1 new share to the holder of 2 old shares.

The Vitriol Throwing Case. At the Magistrate's this afternoon, before Mr Hazeland, Lo Teoi, a coolie employed at Jardine's Bazaar, was charged with throwing a certain corrosive fluid at F. G. Reek, leading man of stores, H. M. Naval Yard. He pleaded guilty, but, as the case was to be committed for trial, evidence was heard. The case was adjourned till Tuesday next. Young Kun, store coolie at H. M. Naval Yard, was charged with being an accessory to the crime. He was also remanded till Tuesday.

European Weather. A Berlin telegram, dated February 22, says:—In some parts of the country the weather is the coldest known in 25 years. At Cologne a young lady reveller was frozen to death in the street, and a coachman fell from his carriage with both legs frozen. Near Remagen, a bicyclist was found dead. In the Gulf of Danzig a fishing cutter was frozen in, and three of the crew perished. The *Moselle* at Coblenz is frozen solid. At Hirschberg the thermometer is 29 degrees below zero Centigrade, and in the Upper Harz 30. From all the mountainous regions come reports of great snowfalls.

The War Medals. I hear (says *Free Lance*) that the new

honours of the War Office are determined that the South African Decoration, when it is issued, shall not be made too cheap.

An officer on the headquarters staff gives me the interesting information that a distinction is to be made between those who have done the work and those who merely looked on. In former wars the officer who has fought in half-a-dozen engagements and the officer who has only done spy, clerical work at the base, have been treated very much the same. This time, it appears, an attempt is to be made to proportion the awards to the work accomplished. But what is still more significant is the well-authenticated report that commandants who have surrendered to the enemy are not to be given the medal unless they can show they "put up" a good fight before capitulating. It is unfortunately only too true that during the present war there have been more than a score of commanders who have surrendered to the enemy, and still more will be of the same kind.

Some of the responsible officers have been, and still more will be, cashiered, while the rest will be deprived of the medal. In one or two cases it is possible that injustice may be done, but no one can doubt that on the whole the effect will be most wholesome. The very great majority of our officers are as brave as lions, but the war has revealed far too many who appear to think that it is their duty to cheer up the troops as soon as their lives are seriously in danger. How different from their conduct was that of General Woodgate, who (I have only lately heard) refused, with a bullet in his brain, to relinquish his command on Spion Kop, and had to be tied down to an ambulance by main force and carried, vehemently protesting, out of range!

An enquiring correspondent is informed that Do Wat and To Water, both well-known Boer names, do not refer to the same person.

TELEGRAMS.

["CHINA MAIL'S" SPECIAL SERVICE.]

FIGHTING IN NORTH CHINA.

[By Special Arrangement with the *Ostasiatische Lloyd*.]

PEKING, March 19.

Yesterday, a cavalry patrol surprised a band of Chinese robbers in a village near Tang-hsien. Seven were killed and three captured; the remainder fled westwards. News of the affair was late in reaching Peking owing to the telegraph wires being cut.

Today, three companies of infantry, two mountain guns, a troop of cavalry, and a detachment of sappers left Peking for the object of ending the brigandage in the district. Chinese banditti entrenched in caves in the mountains north-west of Peking have been pillaging the natives in the surrounding villages.

[REUTERS' SERVICE.]

THE DUKE OF YORK'S VISIT TO AUSTRALIA.

LONDON, 16th March.

The *Ophe*, with the Duke and Duchess of York, has sailed for Australia.

GERMANY AND CHINA.

Count von Bülau, speaking in the Reichstag, said that the German troops would be withdrawn from China whenever serious guarantees for the payment of indemnities were received, that the Anglo-German Agreement did not refer to Manchuria, and that there was no question of antagonism between Russia and Germany in China. Count von Bülau said he was in favour of the position regarding the Manchurian Convention, and that the German fleet remained in China because it guaranteed the execution demands and the correct attitude of the Yangtze Governors.

BRITISH SOUTH AFRICA.

Peace prospects continue hopeful, and the Boers are openly discussing them. The Boers admit a loss of 580 killed and wounded in February. Heavy rains are making General French's transport difficulties enormous.

RUSSIA.

Social unrest in Russia is increasing. The workmen who are on strike have been joined by students at Moscow, and heretics have been erected in the streets, and the windows of the Grand Duke Sergius smashed. Cossacks had to intervene. Moscow, Kharkoff, and Odessa are in a state of siege.

SUPREME COURT.

IN CRIMINAL SESSIONS. (Before His Honour Sir J. Carrington, Chief Justice, and a Jury.)

Tuesday, March 19.

MURDER. Luiz Argenti, a Manila man, was charged with murdering Chui Wai, a Chinese fisherman, on the 7th February, on the high seas.

Hon. W. M. Goodman (Attorney General), instructed by Mr F. Bowley (Solicitor General), presented: Hon. Dr. Kai was counsel for the accused.

The accused pleaded not guilty. The following jury was then empanelled:—A. Goebel, H. E. Hammond, J. W. Jensen, A. M. Phillips, E. Arndt, W. J. Wright, W. C. Pyne.

The Attorney General, in opening the case, stated that the crime was committed on board the British steamer *Patrol*, which was on a voyage from Hongkong to the voyage from Singapore. The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as a coal he had already secured from Shanghai.

The accused, who was one of two Filipino firemen on board, was ordered by a Chinaman to wheel some coal forward. Argenti replied that he need not make such a journey, as

THE LOSS OF THE 'CITY OF RIO.'

Details of the Disaster.

San Francisco, Feb. 22.—The steamer *City of Rio* was sunk outside the Golden Gate this morning. The *Rio* de Janeiro was due from Yokohama and Hongkong with a number of passengers and a valuable cargo. There was a dense fog all night and this morning on the bay and outside the Heads. The *Rio* struck a ledge of rock while entering the Golden Gate, and sank in 20 minutes. As far as known, no lives were lost. There were on board 20 cabin passengers, seven white and 13 Japanese and Chinese in the steerage, and a crew of 140. There was a smooth sea and it is thought all perished in small boats. Part of the crew and passengers already have landed in two boats and a third boat filled with passengers is on the way to port. Captain Ward was in command of the vessel.

Fuller Details.

Later.—The steamer *City of Rio* de Janeiro, Captain Ward, from the Orient and Honolulu, struck on a rock early to-day just outside the Golden Gate, and sank in 20 minutes. A large number of persons were on board. The steamer was lying off the Heads all night. An unusually heavy fog prevented her from entering the harbor. This morning, she weighed anchor and headed for the city in charge of Pilot Frank Jordan. Shortly after 10 o'clock, the vessel struck a hidden rock, and Pilot Jordan shouted for all on board to take to the boats. The vessel's condition prevailed. The passengers and crew scrambled for the boats. In the endeavor to escape from the rapidly sinking vessel, many jumped overboard. Captain Ward ordered several of the boats alongside and the ladies of the cabin and some of the male passengers were placed in them. The boats were manned by part of the crew and headed citywards. So far as known, but three of the ship's boats left the vessel.

On board the *Rio* were 20 cabin passengers, 130 in the steerage and 140 in the crew. Tugs and other small boats quickly put out from this city for the scene of the disaster and already they are arriving with large numbers of the rescued. There is an unverified rumor to the effect that Consul Wildman of Hongkong and his son were among those who were drowned.

The following is a list of those known to be saved: K. West, Mr. Kelly, Miss Lechner, J. J. Carpenter, Captain Heister of the German Navy, W. Carpenter, of Toledo, Ohio; R. H. Long, of Honolulu; Freight Clerk Hurley, of the *Rio*; Second Officer Ogilby, J. K. Carpenter, of Tampa, watchman, J. Russell, of St. Petersburg, D. Lane, water tender, Quartermaster B. Matheson, R. S. Leary, Fred Tansed.

The steamer *Sequoia* brought in 20 persons not included in the above list. It is reported that Captain Ward and Lockwood, his state room and locked down with the vessel. Pilot Frank Jordan was picked up by one of the boats. He was severely injured and was taken to the Hospital.

The vessel sank in less than 20 minutes and it is certain that the list of fatalities will be large. Her smoke-stack and part of the pilot-house are above water. Nineteen of the Chinese are known to have been rescued.

Her Heister, a German officer, was rescued by the life-saving crew, and upon being taken ashore, was driven to the California Hotel. He said through an interpreter that the fog prevented him from seeing what was going on in the work of rescue. He procured a life preserver, fastened it about his waist and jumped overboard. He was in the water only a short time when rescued.

Captain Ward's Last Act.—Pilot Jordan was taken on board yesterday afternoon inside the Farallones. The day before he was on the *Rio* when the weather cleared somewhat. The steamer then started under half-steam toward Benito. She held her course until 5.20, when she struck a rock. There was a terrible shock. The vessel kept on even keel for 15 minutes, when she suddenly plunged downward, bow first. A boat had been launched to examine the vessel's position. The boat contained Third Officer Holland and J. K. Carpenter, an employee of Oakland. The *Rio* in her plunge struck the little craft, and it was destroyed. Carpenter was picked up, but it is not known what became of the Third Officer. Captain Ward stood on the deck and superintended the launching of life boats and rafts.

Later.—The number of lives lost to the wreck of the *Rio* is variously estimated at from 10 to 15. It is almost certain that Consul Wildman, his wife and two children are among the lost. Nothing has been seen of the Wildman family since the vessel struck the rock. Pursor John Rooney is missing and all his papers are thought to have gone down with the vessel. Unless he shall be found alive or his body recovered, it will be impossible fully to determine the total loss of life, and the agents of the company in the Orient and in Honolulu seek their passenger lists. One of the rescued passengers gives it as his belief that the loss of the vessel was caused by the explosion of his boilers.

The bodies of four Chinese and two white women have been washed ashore. The *Rio* is now entirely under water.

Later.—There are several conflicting stories concerning the fate of Captain Ward. The steamer, that he was washed ashore by the Captain, when the vessel went down. Two other survivors say that they also saw the Captain, but Quartermaster Frederick Lindstrom emphatically declares that Captain Ward "enjoyed" Admiral Tryon on H.M.S. *Albatross*, going into his cabin, where he met his doom behind a locked door. It is certain that Captain Ward was drowned, however.

The Pilot's Story.—From stories from survivors of the calamity, all of which conflict more or less, in detail, it is safe to presume that Pilot Jordan is the only living person qualified to tell how the calamity happened, and who is responsible for it.

Captain Ward is dead, and between him and the Pilot the ship was started to her doom. Jordan's story is to the effect that, when the ship had entered the Heads, the fog enveloped her. He notified the Captain that it was unsafe to proceed, but the latter ordered him to go ahead. The Captain's order was obeyed, and the Pilot confessed himself at fault, for from the moment he took the ship in hand, he was responsible for her safety, and the lives of the people on board.

There are also conflicting statements as to the conduct of the officers and crew. Some say that the officers and crew were cool and consequently endeavored to get out of the ship as many passengers as possible, while others declare that, as the seriousness of the situation became apparent, there was an effort to discipline among the seamen, and it was that Captain Ward's voice was heard above the shouts of the women, and the howling of

the Chinese, ordering his men to save the women. In the launching of the boats, it is said, confusion reigned, and one boat of passengers and sailors was upset into the sea. The first boat that got away carried several of the ship's officers; another boat was impaled upon a spar, as the men ahead of it were trying to row it away from the sinking vessel. Four boats were cleared, but, so far as can be learned, only one of them got safely away, and landed its passengers. Italian fishermen rescued the others.

Appalling Confusion.

The wreck lies about three-fourths of a mile south of Fort Point, and about a thousand yards off the rocky shore. Quartermaster Lindstrom says that the lead was continually used while the ship was coming in, and that the sounding taken a moment before she struck showed a depth of water more than sufficient to float a vessel of double her draught. Fog signals were constantly sounded, and every possible precaution was taken against accident. Lindstrom is at a loss to account for the ship getting so far from the regular channel. He had the wheel when the steamer struck, and his narrative is interesting.

"I was on the look-out," he said, "when I heard the Pilot yell, and the next instant the ship struck. Instantly all was confusion. Many of the passengers had assembled on deck to get the harbor as the ship passed, and the women seemed to lose control of themselves. They screamed and the men, crew and passengers, apparently, were dazed by the suddenness of the disaster. I saw the vessel struck, and I saw the ship, however, and I saw at once she was badly punctured. When she struck, she was beginning to settle by the head, and in a short time, went down. When I saw that all hope of saving the vessel was gone, I went to the aid of the officers and crew in saving the passengers. The Chinese were even more panic-stricken than the white women. They rushed about the deck, howling and some of them jumped overboard. We did our best to get the boats, but our time was limited, and I don't know just how many boats were launched. I saw three boats filled with people leave the ship, but what became of them I had no means of ascertaining. I saw, I believe, that had been in the employ of the Pacific Mail Steamship Company for many years. He first entered the service as a Cadet on the steamer *Tokio*, and in 1888 was assigned to the command of the *Rio de Janeiro*. Later he was transferred to the *Sequoia*, then to the *City of Peking*. He was then placed in charge of the *Rio de Janeiro* again, and had been three years and a-half on the ship. Captain Ward was 35 years old, and a native of North Carolina. A watchman, two brothers are residents of Balch.

The Death Roll.

San Francisco, Feb. 22.—It is thought that nearly 150 persons were drowned, but it is impossible to ascertain the exact number, owing to the fact that Pursor John Rooney, who had the passenger list and roster of the crew, is among the missing.

Ten bodies were recovered, two white women, one white man and seven Chinese. The latest figures place the loss at 122 persons, most of whom were Chinese and Japanese.

As near as can be learned there were 201 persons on board the *Rio de Janeiro*, as follows:

Cabin Passengers—29.
Steering (Artist)—58.
Second Cabin—7.
White Officers—29.
Asianic crew—77.
The saved number 79, classified as follows:
Cabin passengers—12.
White Officer—1.
Steering Artist—15.
Crew (Chinese)—41.
The lost number 122, classified as follows:
Passengers—24.
Officers—19.
Crew (Chinese)—43.
Steering Artist—58.
The following are the CABIN PASSENGER LIST almost complete:

Consul-General Rouseville Wildman, Mrs. Wildman, two children, and nurse, from Hongkong.
Mrs. and Miss Wakefield, of Honolulu.
James K. Carpenter, Mining Engineer, Oakland, California.
Miss Rowena Jolly, Honolulu.
Crew (Chinese)—29.
Miss Matheson, Shanghai.
Captain Heister, German Navy.
Captain Holtz, Shanghai.
J. E. Seymour, Editor of the 'American Mail.'

Mrs. K. West, San Francisco.
Mrs. Labren, Nagasaki.
Russell Harper, journalist, Nagasaki.
Mr. and Mrs. Hart, Manila.
Miss G. H. Jones, Honolulu.
Dr. Dodd, Butte, Montana.
Attorney Henshaw, Butte, Montana.
Mr. and Mrs. Woodworth, Japan.
Dr. Okawahara, of Japan.

The following are the ROUSEVILLE WILDMAN, wife and two children, and nurse.
Mrs. K. West.
J. E. Seymour.
Mrs. and Miss Wakefield.
Mrs. Rowena Jolly.
Zong Chong.
Dr. Okawahara.
Dr. Dodd.
O. H. Henshaw.
Mr. and Mrs. Woodworth.
C. B. Dowdell.
The following are the RESCUED:

William Brander, London.
Mrs. Ripley.
Miss Lehen.
Russell Harper.
E. C. Howell.
E. H. Long.
William Brander, London.
McCormick.
Captain Heister.
William Capan, Toledo, Ohio.
Steering—Frederick Castriani, W. D. Wade, Japanese, Honolulu.
Second Officer—G. H. Ogilby, Honolulu.
Third Officer—Frank Crump, Honolulu.
Ship Carpenter, Frank Crump.
Freight Clerk—J. E. Englehardt, R. H. Leary.
Quartermaster—R. M. Matheson.
Quartermaster—Fred Lindstrom.
Storekeeper—B. Goggs.

Steering—Stewart, H. Donahue, Second Officer—20 Chinese on main deck, 10 Chinese, and four Japanese, at Meigs Ward.

The following OFFICERS AND CREW are missing:
William Ward, Captain; W. C. Johnson, First Officer; John Rooney, Pursor; Russell Harper, Second Officer; McCormick, Ship Carpenter; Frank Crump, Freight Clerk; J. E. Englehardt; R. H. Leary; Quartermaster—R. M. Matheson; Quartermaster—Fred Lindstrom; Storekeeper—B. Goggs.

Steering—Stewart, H. Donahue, Second Officer—20 Chinese on main deck, 10 Chinese, and four Japanese, at Meigs Ward.

The following OFFICERS AND CREW are missing:
William Ward, Captain; W. C. Johnson, First Officer; John Rooney, Pursor; Russell Harper, Second Officer; McCormick, Ship Carpenter; Frank Crump, Freight Clerk; J. E. Englehardt; R. H. Leary; Quartermaster—R. M. Matheson; Quartermaster—Fred Lindstrom; Storekeeper—B. Goggs.

Steering—Stewart, H. Donahue, Second Officer—20 Chinese on main deck, 10 Chinese, and four Japanese, at Meigs Ward.

The following OFFICERS AND CREW are missing:
William Ward, Captain; W. C. Johnson, First Officer; John Rooney, Pursor; Russell Harper, Second Officer; McCormick, Ship Carpenter; Frank Crump, Freight Clerk; J. E. Englehardt; R. H. Leary; Quartermaster—R. M. Matheson; Quartermaster—Fred Lindstrom; Storekeeper—B. Goggs.

Steering—Stewart, H. Donahue, Second Officer—20 Chinese on main deck, 10 Chinese, and four Japanese, at Meigs Ward.

The following OFFICERS AND CREW are missing:
William Ward, Captain; W. C. Johnson, First Officer; John Rooney, Pursor; Russell Harper, Second Officer; McCormick, Ship Carpenter; Frank Crump, Freight Clerk; J. E. Englehardt; R. H. Leary; Quartermaster—R. M. Matheson; Quartermaster—Fred Lindstrom; Storekeeper—B. Goggs.

Meathur, storage watchman; Mrs. Dor-

man, Stewardess.
The *Rio de Janeiro* was three days overdue from Hongkong, via Honolulu, when she arrived off the Heads last night, and the dense fog prevailing at the time, induced Pilot Jordan to bring her to anchor, until he could see his way clear through the gate-way. She lay to until about 4.30 o'clock this morning, when the atmosphere cleared and she started toward Point Benito. All went well until 5.40 o'clock, when she struck. Most of the passengers were below at the time, and it is believed that many were drowned in their berths.

THEATRE ROYAL.

'The Belle of New York.'

The already high reputation of the Dallas Comic Opera Company was considerably enhanced last night by the manner in which they staged and produced the musical comedy 'The Belle of New York,' the present-day 'rage' of all comic operas. The piece had a very successful run for many weeks ago, when it was played by Mr. Pollard's Lilliputians, but it would appear that Hongkong is not nearly satisfied with it yet, and the status of affairs last night justifies the prediction that its last performance will be as highly successful and as widely appreciated as its first. The plot requires no explanation to our readers, as the story published at the time of the Pollard production must still be fresh in their memories.

The Theatre was filled by a large and expectant audience who thoroughly appreciated the talented singing and dancing, and the smart jokes with which the comedy abounded. The audience were at times shaking with laughter, and again quivering in their demands for encores. The piece went in ding-dong fashion from the rise of the curtain, and at its fall, bouquets and other floral tokens were simply showered on the platform, most gratifying testimony to the merits of the charming performance, especially considering the fact that the Company was handicapped through the illness of Mr. Metcalfe. Two changes in the cast were necessary on this account, Mr. Godwin, being Mr. Metcalfe's place as Harry Erumson. The representation of the young spruik with Mr. Godwin was simply A. 1, and it would be difficult to believe that this clever artist had only some three hours' notice of the change. Miss Madge Grey, the accomplished wife of Mr. Dallas, who had just for this season, and gave an interpretation of the part Cora Angeline, the Queen of Comic Opera, which left absolutely nothing to be desired. Apart from her splendid acting, which could not have suffered from her long enforced absence from the boards, her charming manner and graceful bearing, not to speak of her exquisite 'get up,' at once commanded the favour of the audience.

Mr. Henry Dallas was immensely popular, and his performance was already been said in eulogy of his part that it is needless to go into detail. The part of the polite lunatic was a masterpiece, and Mr. Moore deserves every credit. The part of the young spruik was played by Mr. Godwin, and Mr. P. L. Montague was executingly funny, and almost brought down the house at one time. Blinky Bill McGuirk, a mixed-ale pugilist and the low comedian 'Koneth Muggs,' by Messrs R. C. Foster and Grey, were capital representations. One feature which was not given by the Lilliputians was that of the newspaper reporter and the flash-light photographer. Miss May Norton, as 'Fif Fife,' was very successful in her songs 'The American Girl' and 'Teach me to Love' being loudly cheered. The part of 'Violent Grey,' a Salvation lass, was taken by Miss Evelyn de Worms, and a better representation of the role could not well be imagined. Her rendering of 'I'm on On' was a hit, and brought out the sweetness of her voice in a remarkable manner. As Brown's hairless she went through a little piece of dramatic acting which was warmly applauded. Special features introduced into the performance, chief among which was the tambourine dances by Miss Violet Capel, a most exquisite performance. The dresses were splendid, the orchestra, under Mr. Vallance, performed their part to perfection, and the audience were delighted throughout. The piece is to be repeated to-night and to-morrow night.

On Thursday next, that bright and breezy nautical piece 'The French Maid' is called for a third night's run. Its success when produced at Terry's Theatre, London, some time ago, was most marked, and it enjoyed a run of some two hundred odd nights. Abounding in catchy music and sparkling dialogue, and mounted in the complete manner that we have come to expect from Mr. Dallas this smart musical piece should draw crowded houses.

STEAMERS PASSED SUEZ CANAL.

(SUPPLIED THROUGH REUTERS.)

Outward.—Orel, *Atlas*, *Hector*, *Protector*, *January* 1st; *Albatross*, *Acropolis*, *Nephele*, 15; *Demosthenes*, 19; *Kovsberg*, *Kiev*, *Orestes*, 22; *Constantin*, *Sobriety*, 26; *Alex*, *Mary*, *Bentley*, *Swatow*, *Kobe*, March 1; *Denbighshire*, *Lyndebank*, *Fordonia*, *Grosvenor*, *Thyris*, 2; *Defiant*, *Sheila*, *Teres*, 6; *Maria*, *Valparaiso*, *Obi*, *Arnold*, *Luyken*, *Irene*, 12; *Bendall*, *Gisela*, *Luiza*, *Maria*, *Socotra*, *Ulysses*, *Hilgen*, 15.

Homeward.—*Glenavon*, Jan. 29; *Hudson*, Feb. 12; *India*, 26; *Providence*, March 6; *Java*, *Polderen*, *Kanagawa*, *Maria*, 12; *Sachsen*, 15.

The M. M. Co.'s str. *Oceanian*, with the FRENCH MAIL of 22nd February, left Singapore on Monday, the 18th March, at 5 a.m., and may be expected here on or about Monday, the 25th March. This Packet brings replies to letters despatched from Hongkong on the 18th Jan.

The T. K. K. str. *America*, with mails, left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 18th March.

Latest Advice.
The T. K. K. str. *Nippon Maru*, with the AMERICAN MAIL of the 28th Feb., left Shanghai on Monday, the 18th March, at daylight, and may be expected here on or about Wednesday, the 20th March.

The P. & O. Co.'s str. *Canton* left Singapore for this port on the 19th March, at 6 a.m.

The Y. P. Co.'s str. *Victoria* sailed from Yokohama for Tientsin, on the 18th March.

The N. G. L. steamer *Kinsberg*, from Hamburg, left Singapore for this port on the 19th March, and may be expected here on or about the 25th March.

Entertainment.

THEATRE ROYAL.

CITY HALL.

Mr. HENRY DALLAS' COMIC OPERA SEASON.

TO-NIGHT,

TO-MORROW (WEDNESDAY),

THE RAGE OF LONDON

AND

NEW YORK.

'THE BELLE OF NEW YORK.'

FIRST APPEARANCE THIS SEASON OF

MISS MADGE GREY.

THURSDAY, FRIDAY & SATURDAY NEXT,

THE GREAT MUSICAL COMEDY,

'THE FRENCH MAID.'

MONDAY NEXT,

FIRST TIME IN CHINA OF

'THE GAY PARISIENNE.'

FULL CHORUS.

AUGMENTED ORCHESTRA.

PLAN AT ROBINSON PIANO CO.

Usual Prices.

Doors Open 8.30 P.M. Commence 9 P.M.

A Late Train will run nightly during the visit.

BERTRAM HERMANN,

Business Manager.

Hongkong, March 19, 1901. 623

Auctions.

PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by PUBLIC AUCTION, on

WEDNESDAY,

the 20th Instant, at 11 a.m., at the CENTRAL POLICE STATION.

A QUANTITY OF

SURPLUS STORES.

TERMS:—As usual.

HUGHES & HOUGH,

Government Auctioneers.

Hongkong, March 15, 1901. 595

Shipping.

'BEN' LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship BENICUECH,

Captain Thomas, will be despatched as above on THURSDAY, the 21st Inst.

For Freight, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, March 15, 1901. 594

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship OCEANIE,

Captain Schmitz, will be despatched for the above ports on or about MONDAY Next, the 25th Inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, March 18, 1901. 608

THE OSAKA SHOSHEN KAISHA, LD.

FOR SWATOW, AMOY & TAMSUI.

THE Company's Steamship MAIDZURU MARU,

Captain K. SOZAJIMA, will be despatched for the above ports on SUNDAY, the 24th Inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,

Agents.

Hongkong, March 18, 1901. 611

STEAMSHIP BRISTOL STAMONS.

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES OF Cargo from LONDON and HAVRE, ex steamship *Cambridge*, from Bordeaux, ex steamship *Ville de Marseille*, in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG, KOWLOON, WILKES & GODOWN COMPANY, LTD., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon, 70-DAY, the 18th Inst., requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining undelivered after WEDNESDAY, the 20th March, at Noon, will be subject to rent and landing charges.

All Claims must be sent in to me on or before the 20th March, or they will not be recognized.

All Damaged Packages will be examined on WEDNESDAY, the 20th March, at 3 p.m.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, March 13, 1901. 571

To-day's Advertisements

TO LET.

SEVEN COAL GODOWNS, at East Point. Early let of April.

Apply to G. O. ANDERSON,

20, Des Vaux Road.

Hongkong, March 19, 1901. 625

R. A. REGIMENTAL SPORTS.

THE OFFICERS of the ROYAL ARTILLERY will be 'At Home' to their Friends at the Football Ground, Happy Valley, on THURSDAY, the 21st Instant, from 3 to 6 p.m.

Hongkong, March 19, 1901. 622

NOT RESPONSIBLE FOR DEBTS.

WITH THIS Day Mr. E. JOCKERS Ceased to be a CLERK at our Office, and we don't hold ourselves RESPONSIBLE for any DEBT incurred by him.

NURDEUTSCHER LLOYD,

Superintendent's Office, 3, Queen's Building.

Hongkong, March 19, 1901. 626

NOTICE.

PACIFIC MAIL STEAMSHIP CO. OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TOYO KISEN KAISHA (Y.M.S.) KAISHA.

DURING my Absence from the Colony, Mr. GEORGE ECKLEY will take CHARGE of the Business of the above Companies as ACTING AGENT.

J. S. VAN BUREN,

Agent.

Hongkong, March 19, 1901. 621

PUBLIC AUCTION.

THE Undersigned has received instructions from Mr. R. Gray, Esq., to Sell by PUBLIC AUCTION, at 'Barnes', Robinson Road, on

MONDAY,

the 25th March, 1901, at 2.45 p.m.,—

A QUANTITY OF

HOUSEHOLD FURNITURE,

(Some of ENGLISH-MADE).

(Particulars can be seen from Catalogues.) Terms:—As Customary.

On View from Saturday, 23rd March.

GEO. P. LAMBERT,

Auctioneer.

Hongkong, March 19, 1901. 628

GOVERNMENT NOTIFICATION.

No. 143.

THE following Particulars and Conditions of SALE of BROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 25th day of March, 1901, at 3 p.m., are published for general information.

Shipping.

THE OSAKA SHOSHEN KAISHA, LTD
FOR SWATOW, AMOY & TAIWANFOO
THE Company's Steamship
AKASHI MARU,
Captain K. Suzuki, will be despatched for
the above ports on WEDNESDAY, the
20th March, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, March 8, 1901. 528

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI,
HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship
KONIG ALBERT,
of the Norddeutscher Lloyd, Captain
O. Curries, due here with the outward
German Mail about WEDNESDAY, the
20th Instant, will leave for the above
places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, March 16, 1901. 589

AUSTRIAN LLOYD'S STEAM
NAVIGATION COMPANY.

STEAM FOR YOKOHAMA & KOBE.
THE Company's Steamship
TRIESTE,
Captain M. M. will leave for the above
places on THURSDAY, the 21st Instant,
at Noon.
For Freight or Passage, apply to
KANDLER, WIELER & Co.,
Agents.
Hongkong, March 13, 1901. 675

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
LOONGSANG,
Captain W. H. will be despatched as
above on THURSDAY, the 21st Inst., at
4 p.m.
This steamer has superior Accommoda-
tion for First-Class Passengers, is fitted
throughout with Electric Light, and carries
a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.
Hongkong, March 14, 1901. 581

FOR SHANGHAI

THE Steamship
LOONGMOON,
Captain K. M. will be despatched for
the above Port on FRIDAY, the 22nd Inst.,
at 4 p.m.
This steamer has superior Accommoda-
tion for First and Second-Class Passengers.
For Freight or Passage, apply to
EAST ASIATIC TRADING CO., LTD.,
Agents.
Hongkong, March 16, 1901. 610

FOR SHANGHAI

THE Steamship
LOONGMOON
will be despatched for the above Port on
SATURDAY, the 23rd Inst., at 4 p.m.
This steamer has superior Accommoda-
tion for First and Second-Class Passengers.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, March 18, 1901. 620

FOR SHANGHAI AND CHINKIANG.

THE Steamship
ELFA NOSSACK,
Captain H. H. will be despatched as
above on MONDAY, the 25th Inst., at 4
p.m.
For Freight, apply to
EAST ASIATIC TRADING CO., LTD.,
Agents.
Hongkong, March 18, 1901. 616

THE OSAKA SHOSHEN KAISHA,
LIMITED.

FOR SWATOW, AMOY & FOCHOW.
THE Company's Steamship
KING MARU,
Captain S. A. will be despatched for
the above Ports, on WEDNESDAY, the
27th March, at Daylight.
For Freight or Passage, apply to
MITSUI BUSSAN KAISHA,
Agents.
Hongkong, March 14, 1901. 578

FOR NEW YORK, PANAMA AND
SUZCANAL.

(WITH LIBERTY TO CALL AT
MANILA).
THE Steamship
CYMERIC
will be despatched for the above Port about
the end of March, 1901, and will be fol-
lowed by the S. S. RICHMOND CASTLE,
PATRAN, FERNDENE and LOWTHER
CASTLE.
For Freight, apply to
DUDWELL & Co., Ltd.,
Agents.
Hongkong, March 11, 1901. 454

Shipping.

Occidental and Oriental
Steamship Co.

TAKING CARGO AND PASSENGERS
TO JAPAN, THE UNITED
STATES, MEXICO, CENTRAL AND
SOUTH AMERICA, AND EUROPE
VIA
THE OVERLAND RAILWAYS,
ATLANTIC & OTHER CONNECTING
STEAMERS.
VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, March 19, at Noon.
Orie (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, April 13, at Noon.
Gaelic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, May 7, at Noon.

THE Co.'s Steamship DORIC will be
despatched for SAN FRANCISCO,
SAN DIEGO, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on TUESDAY, the 19th March,
at Noon.
Steamers of this line pass through the
INLAND SEA OF JAPAN and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Dates and particulars of the various routes
may be obtained upon application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Passenger who have paid full fare, re-
turning at San Francisco for China or
Japan (or vice versa) within one year, will
be allowed a discount of 10 per cent.
This allowance does not apply to through fares
from China and Japan to Europe.
All Parcel Packages should be marked to
address in full; and same will be received
at the Company's Office until 5 p.m. the
day previous to sailing.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco in
the United States, should be sent to the
Collector of Customs, San Francisco.
For further information as to Freight
or Passage, apply to the Agency of the
Company, Queen's Building.

J. S. VAN BUREN, Agent.
Hongkong, February 25, 1901. 5002

EASTERN & AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship
AIRLIE,
Captain G. G. will be despatched for
the above Ports on THURSDAY, the
21st Instant, at 5 p.m.
This well-known Steamer is specially
fitted for Passengers, and has a Refrigera-
ting Chamber which ensures the supply of
Fresh Provisions, Ice, &c., throughout the
voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly-qualified Sur-
geon are carried.
N.B.—Return Tickets issued by this
Company to and from AUSTRALIA are avail-
able for return by the Steamers of the
CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.
Hongkong, March 1, 1901. 453

THE U. S. MAIL LINE.

Pacific Mail Steamship
Company.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, April 19, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, May 25, at Noon.

THE U. S. Steamship City of Peking will
be despatched for SAN FRANCISCO,
SAN DIEGO, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on THURSDAY, the 19th April,
at Noon, taking Freight for Japan, the
United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 4, 1901. 1896

U. S. MAIL LINE.

Pacific Mail Steamship
Company.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, April 19, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, May 25, at Noon.

THE U. S. Steamship City of Peking will
be despatched for SAN FRANCISCO,
SAN DIEGO, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on THURSDAY, the 19th April,
at Noon, taking Freight for Japan, the
United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 4, 1901. 1896

U. S. MAIL LINE.

Pacific Mail Steamship
Company.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, April 19, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, May 25, at Noon.

THE U. S. Steamship City of Peking will
be despatched for SAN FRANCISCO,
SAN DIEGO, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on THURSDAY, the 19th April,
at Noon, taking Freight for Japan, the
United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 4, 1901. 1896

U. S. MAIL LINE.

Pacific Mail Steamship
Company.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, April 19, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, May 25, at Noon.

THE U. S. Steamship City of Peking will
be despatched for SAN FRANCISCO,
SAN DIEGO, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on THURSDAY, the 19th April,
at Noon, taking Freight for Japan, the
United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 4, 1901. 1896

U. S. MAIL LINE.

Pacific Mail Steamship
Company.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, April 19, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, May 25, at Noon.

THE U. S. Steamship City of Peking will
be despatched for SAN FRANCISCO,
SAN DIEGO, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on THURSDAY, the 19th April,
at Noon, taking Freight for Japan, the
United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 4, 1901. 1896

U. S. MAIL LINE.

Pacific Mail Steamship
Company.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, April 19, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, May 25, at Noon.

THE U. S. Steamship City of Peking will
be despatched for SAN FRANCISCO,
SAN DIEGO, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on THURSDAY, the 19th April,
at Noon, taking Freight for Japan, the
United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 4, 1901. 1896

U. S. MAIL LINE.

Pacific Mail Steamship
Company.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, April 19, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, May 25, at Noon.

THE U. S. Steamship City of Peking will
be despatched for SAN FRANCISCO,
SAN DIEGO, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on THURSDAY, the 19th April,
at Noon, taking Freight for Japan, the
United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 4, 1901. 1896

U. S. MAIL LINE.

Pacific Mail Steamship
Company.VIA INLAND SEA OF JAPAN AND
HONOLULU.

Proposed Sailings from Hongkong.

City of Peking (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) THURSDAY, April 19, at Noon.
China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) SATURDAY, May 25, at Noon.

THE U. S. Steamship City of Peking will
be despatched for SAN FRANCISCO,
SAN DIEGO, NAGASAKI, KOBE,
INLAND SEA, YOKOHAMA AND HONO-
LULU, on THURSDAY, the 19th April,
at Noon, taking Freight for Japan, the
United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 4, 1901. 1896

Shipping.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND
SEA OF JAPAN & HONOLULU.

Proposed Sailings from Hongkong.
Nippon Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, March 28, at Noon.
America Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, April 24, at Noon.
Hongkong Maru (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Thursday, May 16, at Noon.
Yama & Honolulu.

THE Twin-Screw S. S. NIPPON
MARU will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU, on MON-
DAY, the 26th March, 1901, at Noon,
taking Freight and Passengers for Japan,
the United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Particulars of the various routes can be
had on application.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 13, 1901. 1034

THE Twin-Screw S. S. NIPPON
MARU will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU, on MON-
DAY, the 26th March, 1901, at Noon,
taking Freight and Passengers for Japan,
the United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and passengers are allowed
to break their journey at any point en route.
Through Passengers Tickets granted to
England, France, and Germany by all trans-
Atlantic lines of steamers, and to the prin-
cipal cities of the United States or Canada.
Rates may be obtained on applica-
tion.
Particulars of the various routes can be
had on application.
Passengers holding orders for OVER-
LAND CITIES in the United States, in-
cluding the SOUTHERN PACIFIC, CENTRAL
PACIFIC, DENVER AND RIO GRANDE,
and other direct connecting Railways, and
from Chicago to destination, the choice of direct
lines.
Particulars of the various routes can be
had on application.
Special rates (first class only) are granted
to Missionaries, members of the Naval,
Military, Diplomatic, and Civil Services,
to European officials in service of China
and Japan, and to Government officials and
their families.
Through Bills of Lading issued for trans-
portation to Yokohama and other Japan
Ports to San Francisco, to Atlantic and
Inland Cities of the United States, via
Overland Railway, to Havana, Trinidad,
and Demerara, and to ports in Mexico,
Central and South America, by the Com-
pany, and connecting Steamers.
Freight will be received on board until 4
p.m. the day previous to sailing. Parcel
Packages will be received at the office until
5 p.m., same day; all Parcel Packages should
be marked to address in full; value of
same is required.
Consular Invoices to accompany Cargo
destined to points beyond San Francisco
in the United States, should be sent to the
Company's Office in Sealed Envelopes,
addressed to the Collector of Customs at
San Francisco.
For further information as to Passage
and Freight, apply to the Agency of the
Company, Queen's Building.
J. S. VAN BUREN, Agent.
Hongkong, March 13, 1901. 1034

THE Twin-Screw S. S. NIPPON
MARU will be despatched for SAN
FRANCISCO, via SHANGHAI, NAGA-
SAKI, KOBE, INLAND SEA, YOKO-
HAMA AND HONOLULU, on MON-
DAY, the 26th March, 1901, at Noon,
taking Freight and Passengers for Japan,
the United States, and Europe.
Steamers of this line pass through the
INLAND SEA OF JAPAN, and call at
HONOLULU, and